

Mississippi and Atlantic Railroads.

We have repeatedly adverted to the various projected routes of Railroad and steam communication between the Atlantic coast and the Mississippi valley, some of them extending to the Mississippi river itself. One of these is by way of the Western and New York Railroads, Lake Erie, the central Michigan Railroad, leading from Detroit to St. Joseph or Chicago, and a Railroad thence to Galena or some other point on the Mississippi. Another consists in part of a divergence from the above line, at Buffalo, by a Railroad extending along the south shore of Lake Erie to Toledo, and thence through the northern parts of Ohio and Indiana to Chicago. A third proposed consists of a further divergence from the last mentioned line at some point on the south shore of Lake Erie, and extending through the State of Ohio, and thence through Indiana from Richmond to Terre Haute, and thence through Illinois to St. Louis.

For the purpose of bringing this latter project before the public, and before the legislatures of the several States interested, a convention was held at Indianapolis in May last, of which the Hon. William Webb, Governor of the State of Ohio, was President. There were eighty-eight members present, from the several States, and their proceedings indicated an earnest determination to carry the project into execution. Among the members present as a delegate from the State of Illinois, and one of the Vice Presidents, was Mr. W. S. Wait, formerly of this city. In Hunt's Magazine for the present month, we find the following report of the address of Mr. Wait before this convention, in which the objects of the enterprise are developed, to which we invite the attention of the reader. Further movements will probably be made in the legislatures of Illinois and Indiana, for the promotion of this object, of which we shall not fail to take due notice, with a view to inviting the cooperation of such of our readers as may be disposed to aid in the project.

These western lines of Railroad, although they will admit of being extended to New York and the Eastern States, by way of Lake Erie and Buffalo, will also be connected with other Atlantic routes, particularly the Baltimore and Ohio Railroad, which now bids fair to be shortly extended to Wheeling, and with the Great Pennsylvania Railroad, which will lead from Philadelphia to Pittsburgh. In proportion as the several routes leading from the Atlantic to the confines of the Mississippi valley, shall be advanced toward the state of perfection which they are destined to reach at no remote period, the extension of these lines to the Mississippi will become more important, and will command the increasing attention of the public.

AN ADDRESS.

Delivered before the Railroad Convention held at Indianapolis on the 12th of May, 1847, by W. S. Wait, delegate from the State of Illinois. Reported for the Merchants' Magazine.

The commerce of the West has received but little aid from the general government, although the navigation of our lakes and rivers is not less important to the nation than the commerce of the ocean; and the population immediately interested in its success is no less numerous, and pays as large an amount into the national treasury, as the Atlantic region.

In the meantime, let us neglect no duty which devolves upon us as citizens, or as independent States, in the endeavor to accomplish that ready intercommunication which is the life of agriculture, of manufacture, and of commerce, and which increases the wealth of the nation, and the arts—which overcome prejudices, reconcile conflicting views, and teaches us that the true art of promoting our own individual interest, consists in a liberal disposition to unite in all just endeavors for advancing the general prosperity.

Railroads, under the operation of the locomotive power, are now universally considered as the most important facilities of commerce and of social intercourse. They have become common in Europe and America. Republics, monarchies, mixed governments, and despots, all acknowledge their utility, and hasten to avail themselves of the benefits which they are calculated to bestow. Not only the Republics of New England, and the iron mountains of Pennsylvania, but the States of the South, the locomotive, but they have made their progress to the extreme South, and are already pressing from all sides into the valley of the Mississippi.

A continuous line of railroad, from the Eastern Atlantic border to the St. Louis, upon the Mississippi, is not a project of very recent date, but a subject of private discussion for many years; and this subject of enterprise might long since have been accomplished, to the benefit of the whole country, had not the commendable spirit for such improvements run wild in the pursuit of schemes for sectional and local advantage.

A charter was applied for during the late session of the legislature of Illinois, to construct a railroad from St. Louis to Terre Haute. The bill passed the House of Representatives, in that State, but failed in the Senate by one vote. Had this opposition been seasonably foreseen by the friends of the measure, and the strength of the legislature fairly tested upon this question, such an unprecedented result need scarcely have been apprehended. The assurance thus received, however, from a quarter to be relied upon, and a more just apprehension which now prevails relative to the true character of the enterprise, has given confidence to those farmers of the State of Illinois, who have a right to demand that grant for a road to market, as well as the public at large, that no serious opposition will be brought against this most useful and necessary measure. The convention to determine the constitution of the State of Illinois, came together in June, 1846. Should the new constitution be accepted by the people, a session under its provisions may confidently be looked for as early as January next. At this time, the grant of the desired charter will surely be accomplished, should no unexpected and adverse change take place in public opinion.

The action of the legislature of Indiana by the bill incorporating a company to construct a railroad from Terre Haute to Richmond, and the right of way given by the State of Ohio for its continuation through that State, seem now to place this great enterprise, of a continuous railroad between the Atlantic coast and the mouth of the West, fairly upon our track, and to afford a rational prospect of its early consummation.

To promote unity of design, and to be prepared for ultimate and efficient action, it is desirable that some attempt at organization amongst its friends should take place, and that every preliminary measure which may be safely and prudently taken, should be embraced without delay. There are always obstacles to be encountered in setting useful enterprises on foot; perhaps, in the present instance, not greater than might have been anticipated; but if we are actuated by the genuine spirit of American enterprise, such obstacles will be readily overcome, and so far from diminishing our zeal, they may prove a stimulus that shall give a fresh impetus to our exertions.

This magnificent enterprise, when accomplished, will surpass, in extent and importance, any public work upon this continent, or, perhaps, in the world. The great rail road of the Emperor of Russia, to connect Moscow with St. Petersburg, sinks into comparative insignificance when compared with the road, as it were, to the heart of the continent, which will be the result of the enterprise that shall give a fresh impetus to our exertions.

A railroad terminating at the present emporium of commerce, upon the Upper Mississippi, should be constructed of sufficient capacity to accommodate all the business which week week that direction from divergent lines of railway, extending from commercial points on its right and left, from the shores of Lake Erie to the Ohio river.

To enable such an enterprise to compete successfully with any other, and to secure a description, it should be fairly adapted to the needs of the country, and to the service expected from it; and it should equal, or, if possible, surpass, in safety, economy of conveyance, capacity, and speed, any railroad now in existence.

The States of Ohio, Indiana, Illinois, and Missouri, contain a population of more than 4,000,000 at this time. When as densely populated as Massachusetts—and the unemployed agricultural capacity of the country is such that they must be—these four States will equal in number the whole population of Great Britain. We speak now of only four contiguous States; but the entire valley of the Mississippi, already containing 10,000,000 of souls, and the whole shore of the Atlantic, are immediately interested in a grand central line of communication between the great commercial, manufacturing, and agricultural regions.

The valley of the Mississippi, the most fertile country in the world, with its 20,000 miles of navigable river coast, and ocean lakes, now launches upon its waters a commerce of more than \$300,000,000, in value. The great medium of commercial intercourse for this region, is found in its navigable waters; but to remedy the inconvenience of drift and of frost, and to furnish a rapid travelling facility, besides affording the ready means of transportation to such points as are remote from rivers and canals, the use of railroads is indispensable. We are now capable of sustaining them, and it is only necessary that we should be judicious in our first selection of routes, and when the enterprise is begun, endeavor to accomplish a work that shall be fairly adequate to the public want.

Between Boston and New York, there are already four routes by railroad, and a fifth is applied for. The travelling from those points has increased since railroads were constructed, until it is nine times greater than the original project had anticipated. We can scarcely conceive of the increase of business which will be the result of the enterprise that shall give a fresh impetus to our exertions.

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Agricultural commodities are of great weight and bulk, and at the same time compose the pabulum which sustains the population. Compare the capacity of the region with any other in the known world, for the production of the farm; compare its facilities with that of any other, for the construction of railroads.

The average cost of British rail roads has been \$157,000 a mile, and the investment yield 10 per cent. Ours would scarcely cost one tenth of this amount. The Massachusetts railroads cost \$40,000 a mile. The Lowell railroad, one of the best constructed and most profitable, cost \$73,000 a mile. They are all said to be profitable, and to pay interest on the capital invested. The Reading railroad, in Pennsylvania, nearly 100 miles long, cost \$121,000 a mile. It is a profitable investment, and yet takes ordinary freight at less than one cent a mile a ton, and passengers at half a cent a mile.

The main line of railroad to Buffalo, 326 miles in length, is owned by seven distinct corporations. It is described to be a fair investment, notwithstanding its remoteness from the State of New York, and the facilities of any complete section in our proposed line.

The New York and Erie railroad, now in progress, has a six foot width of track; the Great Western railroad, now being constructed, has a five foot width of track; the Erie and Ontario railroad, now being constructed, has a four foot width of track; the Erie and Ontario railroad, now being constructed, has a four foot width of track.

Our men were all collected on the top of the Ranch, with their guns ready for action, full of courage and zeal, and warmly desirous of a handsome bribe from the enemy. The morn broke slowly. The mist hung heavily around them, and although they could hear every platoon of the approaching force, they could see nothing. At last the light began to break through the mist, immediately in their front, and the faint outline of a strong body of armed horsemen was perceptible in the distance. And as the mist rolled and gathered up into huge clouds, and gently ascended towards the neighboring heights, it revealed, with most painful distinctness, a whole regiment of splendidly equipped Mexican lancers drawn up in line of battle, and occupying a commanding position within three hundred yards of the Rancho occupied by Maj. Gaines's party.

It may be asked, what assurance have we, after the chapters are completed, that capital to accomplish this great work could be had? A good promise of support has been offered; but the character of such an investment affords in itself, the only safe assurance of success. The value of the land, running between Laidlaw and Bristol, is gauged to seven feet, whilst the ordinary track on American railroads, is but four feet eight inches. There might be a decided advantage found in selecting a wider gauge, and would increase the speed. And upon a track so important, which the lapse of a few years could scarcely fail to crowd to its utmost capacity, there would seem to be an evident propriety in embracing at once a completeness of execution, that might adapt it to the service required. Considerations of this nature, could be weighty and early data. Less than one mile would be met with, and less partially exhibited now, in relation to many important preliminary arrangements, than we could hope to escape when crowded upon the very execution.

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Independently of its paramount importance in connecting the Atlantic region with the heart of the great valley of the Mississippi, the trade of the West with its immediate neighbors, and its profitable investment, it would immediately intersect the rivers, canals and rail roads of Ohio and Indiana, and embrace an intimate connection with the trade of an extensive populous and fertile region. But the commercial and miscellaneous intercourse of the Atlantic coast with the interior, would be far beyond all competition from any existing railroad. If constructed as it should be, and rendered inferior in speed and capacity, the journey from the Atlantic coast to the Mississippi, would be safely accomplished in thirty-six hours; or in two days, by the light train.

That this contemplated enterprise would prove a monopoly, we cannot be so short-sighted as to hope or desire. A route from Buffalo, along the shore of the lakes, to the Mississippi, is already contemplated; another line may soon be projected, and a third, and a fourth, and a fifth, and a sixth, and a seventh, and an eighth, and a ninth, and a tenth, and an eleventh, and a twelfth, and a thirteenth, and a fourteenth, and a fifteenth, and a sixteenth, and a seventeenth, and an eighteenth, and a nineteenth, and a twentieth, and a twenty-first, and a twenty-second, and a twenty-third, and a twenty-fourth, and a twenty-fifth, and a twenty-sixth, and a twenty-seventh, and a twenty-eighth, and a twenty-ninth, and a thirtieth, and a thirty-first, and a thirty-second, and a thirty-third, and a thirty-fourth, and a thirty-fifth, and a thirty-sixth, and a thirty-seventh, and a thirty-eighth, and a thirty-ninth, and a fortieth, and a forty-first, and a forty-second, and a forty-third, and a forty-fourth, and a forty-fifth, and a forty-sixth, and a forty-seventh, and a forty-eighth, and a forty-ninth, and 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